

CLASSIFICATION SECRET

SECURITY INFORMATION

REPORT NO. [REDACTED]

25X1A

East Germany

Neuruppin Airfield

see below

PLACE OBTAINED [REDACTED]

25X1A

25X1A

CONTENT [REDACTED]

DATE OBTAINED [REDACTED]

DATE PREPARED 1 July 1953

DATE [REDACTED]

ENCLOSURES (NO. & TYPE)

25X1X

On 15 May 1953, source counted 19 MiG-15s, including four disassembled ones, and 3 biplanes at Neuruppin airfield, however, he could not observe the entire landing field. On 22 May, local flights were made by biplanes and MiG-15s, including one with red No 2467.

The following air activity and aircraft were observed at the field between 18 and 27 May:

18 May. There was morning fog and, after 9 a.m., an overcast of 5/10 to 8/10. At 10:40 a.m., a MiG-15 with the No 1540, fitted with auxiliary fuel tanks took off and climbed to an altitude of about 6,000 meters, probably for a factory test flight. Between 11:30 a.m. and 5:30 p.m., MiG-15 and U-MiG-15 planes with auxiliary fuel tanks including Nos 1183, 1613, 562, 2467, 922 Y and 541 Y, made individual flights and in elements of two at altitudes from 5,000 to 6,000 meters. At the same time, Po-2s were also aloft.

19 May. Between 7:45 a.m. and 8:40 a.m., a Po-2 aircraft crossed over the field in cloudless weather. Between 10:10 a.m. and 11 a.m., a MiG-15 practiced flying. Between 10:15 a.m. and 4:40 p.m., aircraft with the Nos 1176, 1189, 1249, 1486, 1513, 1523, 1563 and 1613 flew in elements of two and in flight formation.

20 May. Between 9:30 a.m. and 10:30 a.m., a squadron wedge formation of nine MiG-15s practiced flying. After the take-off of the formation, an individual MiG-15 took off and, at 10:40 a.m., crashed 2 km north of Kraenzlin.

21 May. Between 8:10 a.m. and 4 p.m., there was formation flying by flights at altitudes from 8,000 to 9,000 meters. There was also individual local flying by MiG-15 planes, including Nos 1183, 1562, and 2416, with auxiliary fuel tanks and one U-MiG-15, No 541 Y, without auxiliary fuel tanks. At the same time, Po-2s were also aloft.

22 May. Only Po-2s were observed in the air. There was a 6/10 to 7/10 overcast.

23 May. Between 10:20 a.m. and 11:05 a.m., high-altitude flights were made by four MiG-15s flying in formation. The sky was 7/10 to 8/10 overcast. Between 11 a.m. and 1 p.m., flying was practiced by elements of twos. There was no air activity by swept-back jet fighters after 1 p.m.

CLASSIFICATION SECRET

377

25X1A

SECRET

-2-

24 May. Throughout the day, no activity was observed at the field. There were no clouds. Source observed from Wittstocker Allee that 21 MiG-15s and 1 MiG-15s, 2 Yak-11s, 3 Po-2s and 1 Yak-14 were parked at the field.

25 May. Between 9 a.m. and 4 p.m., flights were made by elements of twos at altitudes of from 8,000 to 9,000 meters. There were no clouds during this time. Between 7:45 p.m. and 1 a.m., there was night flying in clear weather. The planes flew in the beams of searchlights for 2 to 3 minutes, after which time the searchlights were switched off when the position lights on the planes came on. Subsequently, the planes banked to the left and landed at the field. The runway lights dimly lighted the landing strip during the landings. No landing lights or ground searchlights were in operation. A formation of four planes with set position lights also practiced flying and were apparently in good formation order.

26 May. A Po-2 took off at 7:30 a.m., but its landing was not observed. Between 8:15 a.m. and 3 p.m., individual swept-back jet fighters, with auxiliary fuel tanks, made high-altitude flights of 45 to 50 minutes.

27 May. There was a closed cloud base and light rain. In the course of the day, the range of visibility was reduced to about 1 km. Between 8 a.m. and noon, four MiG-15s flew individually in the clouds. A swept-back jet fighter took off at 3:30 p.m. It was raining lightly and visibility was limited to about 2 km. The jet plane landed in very bad weather with a visibility of 1 to 2 km and rain. 1

3. Source stated the following details on the above mentioned crash of a MiG-15 near Kraenzlin on 20 May 1953: At 10:30 a.m., shortly after the landing of the last plane of a squadron, a MiG-15 took off from the west toward the east. The MiG was not flying level nor straight ahead. After a left bank north of the field the plane headed west at an altitude of 150 to 200 meters flying restlessly and still with extended landing gear. At the second left bank over the area northeast of a sheep-farm, the plane winged over, then flattened out for a short time and subsequently peeled over crashing from an altitude of 40 to 60 meters. The left wing and left wheel touched ground first. The plane did not catch fire. About 12 minutes after the crash, a jeep arrived at the scene of the accident after moving along the runway toward the west. Source had the impression that the engine was functioning well but that the pilot apparently could not master the plane. [REDACTED]

25X1X

minutes after the accident and pulled out the dead pilot, an air force captain without a parachute, who wore many decorations [REDACTED] or stated that a few minutes later a jeep with a Soviet officer arrived, who said that the captain was not allowed to fly the plane. After a short time, a Dodge truck carried high ranking air force officers to the place of accident. From a conversation among the officers [REDACTED] the pilot had recently arrived in Germany and that it was strictly prohibited for him to fly the MiG-15. After the inspection, the place of accident was blocked and guarded. At about 5 a.m. on the following morning, the aircraft wreck was trucked to the field. Between 20 and 22 May, the site was still guarded and the surroundings were carefully being searched for wrecked parts.

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4. A worker who was employed at the field in May learned from the Soviet that the air activity in early May was unusually light because of economical measures placed on the consumption of fuel. [REDACTED]

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5. Source repeatedly observed flights by MiG-15s towing air sleeves. After the take-off, the sleeve target was let out through a flap on the bottom side of the fuselage, approximately at the beginning of the last third of the plane. The flap opened to both sides, similar to that of the nose wheel flap. After the flap was closed, a short tube projected beyond the fuselage through which the towing rope was probably guided. Usually each towing plane successively released three air sleeves. When firing practices were discontinued, the air sleeve with the towing rope, 120 to 200 meters long, was dropped over the field. 2

SECRET

25X1A

-3-

6. In early May, only one radio installation with one mast was observed near Nietwerder, while the other radio installations and the radio truck were removed. A board fence, about 1.2 meters high, was under construction around the radio installation, the wooden cabin of which had a cable, about 2 cm in diameter, which extended to the barn of a farm located about 200 meters to the north. No changes were observed in Nietwerder in mid-May. ³

7. The MiG-15 and U-MiG-15 planes stationed at the field were parked close together in the hangar area. Occasionally, source observed that a plane was parked in a revetment, the walls of which were higher than the rudder assembly of the MiG-15.

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25X1X 8. The following trucks were observed in the town area of Neuruppin:

9. At about 2:30 p.m. on 19 May, there was local flying by MiG-15s. On 25 May, night flying was conducted by MiG-15s which flew in the beam of searchlights. On 28 May, two MiG-15s were flying in an element at 2:30 p.m. and several MiG-15s were aloft at about 8 p.m. ¹

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10. In May, an SCR-602 type radar set, of which the upper section only was seen, was located on the southern edge of the field about 70 meters north of the PX. ⁴

11. Source learned from a railroad man that a single-seater Soviet plane crashed near Kraenzlin on 20 May and that the pilot was killed.

25X1X 12. On 20 May, a plane crashed near Kraenzlin after it had taken off from Neuruppin airfield.

13. After 7:15 p.m. on 25 May, there was night flying by swept-back jet fighters which flew in the beams of several searchlights, including three truck mounted searchlights, 1.2 meters to 1.5 meters in diameter. Air activity still continued at 11 p.m. ¹

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25X1A 1. Comment. Neuruppin airfield is occupied by a fighter regiment which conducted intensive air activity in large formations. Flights in the beams of searchlights were last observed in March 1953. The information that these flights were again observed indicates that at least a portion of the pilots who have reached an advanced status of training probably are to be trained in night and bad weather flying. Aircraft No 562 which was previously observed once in Austria is reported for the first time from East Germany.

25X1A 2. Comment. This description on the attaching of the sleeve target contradicts a previous information from Neubrandenburg airfield where a towing plane had been observed taking off with the sleeve target fitted at the tail under the rudder. It is believed that there are two methods of attaching the sleeve target.

25X1A 3. Comment. At present, the PKV-45 D/F station is located on the landing field of Neuruppin airfield.

SECRET

SECRET

-4-

25X1A

25X1A

- 25X1A 4. Comment. The presence of two radar sets, one SCR-602 kniferest-type set and one fishnet-type set, was reported previously. See [REDACTED]
- 25X1A 5. Comment. No AA guns have been observed at the field since October 1952. It is believed that a light AA battery arrived on the train reported.

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